



## **APPENDIX B – LETTERS OF SUPPORT**



**Congress of the United States**  
**Washington, DC 20515**

April 4, 2016

The Honorable Anthony R. Foxx  
Secretary  
Department of Transportation  
1200 New Jersey Avenue SE  
Washington, D.C. 20590

Dear Secretary Foxx:

It has come to our attention that the City of Baltimore and the Maryland Transportation Authority have recently submitted a proposal for funding under the FASTLANE grant program for its Access I-95: Driving Baltimore's City's Growth (Access I-95) project, related to Port Covington.

Port Covington is a waterfront complex in need of redevelopment at the southern end of the South Baltimore Peninsula bordering Interstate-95 (I-95). As one of the largest renewal projects in the United States, this brownfields site is now being transformed into a vibrant hub for a thriving mixed-use live-work-play community, anchored by a corporate headquarters, manufacturing (existing and new), restaurants, shops, parks, athletic fields, and accessible public waterfront.

The Access I-95 package of projects this grant would fund will work towards realizing a progressive urban design for this new community, creating a special place where people can arrive from all parts of Baltimore through multiple transportation modes. This goal is achievable only if the Access I-95 improvements are promptly built to safely and efficiently deliver vehicles for the programmed road density. The Access I-95 package is outside of the scope of existing federal formula funds for Baltimore and Maryland, but if funded the package will unlock transformative economic improvement for Baltimore City and the region, connecting residents to jobs, amenities, and opportunities. This project will also significantly improve freight and human movement to and from Port Covington and on I-95 in Baltimore, increasing operational efficiencies for commercial and industrial establishments in the city.

We request that the Maryland Transportation Authority and the City of Baltimore's funding application for Access I-95: Driving Baltimore City's Growth receive its full award under the FASTLANE grant program. Thank you for your consideration.

Sincerely,



Benjamin L. Cardin  
United States Senator



Barbara A. Mikulski  
United States Senator



Elijah E. Cummings  
United States Representative



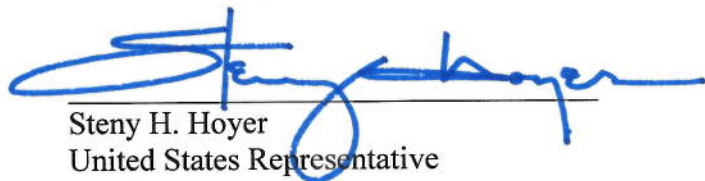
John Delaney  
United States Representative



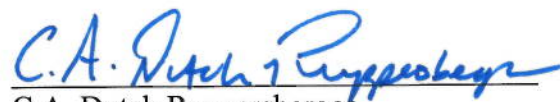
Donna F. Edwards  
United States Representative



Andy Harris  
United States Representative



Steny H. Hoyer  
United States Representative



C.A. Dutch Ruppersberger  
United States Representative



John Sarbanes  
United States Representative



Chris Van Hollen  
United States Representative



LARRY HOGAN  
GOVERNOR

STATE OF MARYLAND  
OFFICE OF THE GOVERNOR

April 11, 2016

The Honorable Anthony Foxx  
Secretary  
United States Department of Transportation  
1200 New Jersey Avenue SE  
Washington DC 20590

Dear Secretary Foxx:

The state of Maryland strongly supports the Access I-95: Driving Baltimore's City Growth (Access I-95) project. If awarded, these funds will have a catalytic effect on the region's economy as 266 acres of brownfields and warehouses will become a vibrant economic hub for thriving communities and innovative businesses.

The Maryland Transportation Authority (MDTA) board has voted successfully on a commitment of \$33 million matching funds to the project. As you know I-95 is a major freight and passenger corridor along the east coast. Improved access on and off the interstate is essential to the safe flow of traffic along the corridor and through the City.

The Access I-95 improvement project includes several essential and noteworthy outcomes: improved passenger and freight safety, improved economic competitiveness in a growth area and along a vital economic corridor, improved capacity to reduce congestion.

The state, along with the City, believes this project is one that will transform an area previously blighted, into a multimodal, livable community that serves as the model for growth and smart development nationwide. We appreciate your consideration in this matter. Please contact me if you have any questions.

Sincerely,

A handwritten signature in blue ink, appearing to read "Larry Hogan".

Larry Hogan  
Governor





THE MARYLAND GENERAL ASSEMBLY  
ANNAPOLIS, MARYLAND 21401-1991

April 6, 2016

Secretary Anthony Foxx  
United States Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

**Re: *Access I-95: Driving Baltimore City's Growth***

Dear Secretary Foxx:

We are pleased to write in support of the grant application by the City of Baltimore and the Maryland Transportation Authority (MDTA) for I-95 and federal highway improvements within Baltimore City.

The grant funds initially sought are for Phase I (of two phases) to construct I-95 and adjacent road improvements that accommodate growth and density in a 266 acre redevelopment project in Port Covington, located at the southern end of the South Baltimore Peninsula, south of I-95. The redevelopment of this underutilized industrial brownfield site is one of the largest renewal projects in an American city that will reconnect the Port Covington area that was cut off from the fabric of Baltimore when I-95 was built through the city, with other areas of Baltimore.

The transportation improvements will enable growth of businesses and enable jobs to stay and grow in Baltimore. The Access I-95 package Phase I includes an interrelated set of I-95 and related modifications:

- Hanover Street On Ramp to I-95 Southbound to enhance safety and improve capacity.
- McComas Street at Key Highway Intersection; widening for a new lane.
- I-95 Southbound Off Ramp to Key Highway; widening a ramp for safety and capacity.
- Hanover Street North of McComas Street; widening associated with ramp changes and pedestrian safety into neighborhoods.
- Relocated McComas Street between Hanover Street and Key Highway shifting McComas Street south of I-95 in its entirety and allow adding of sidewalks.
- CSX I-95 Tunnel Crossing to enhance safety by eliminating two existing and nine future at grade crossings.

Connectivity of the Port Covington Peninsula to other areas of Baltimore to the north and enabling everyone to connect with the water along the shoreline through 40 acres of parks and public space is a goal of these improvements and a central tenet of the development in general. The first phase

of the transportation improvements will facilitate the transformation of the desolate peninsula into a vibrant hub for a thriving mixed-use live-work-play community anchored by businesses, including manufacturing facilities, restaurants, recreation venues, and corporate headquarters. Through a comprehensive multi-modal transportation management approach and progressive urban design, this new community will create a special place where people can arrive through multiple modes and function within the community using transit, bicycles, and comfortable pedestrian environments with the goal of a 50 % modal split.

Most importantly, the transportation improvements are conservatively projected to enable significant positive impacts to the community:

- **Employment:** Construction impacts will support 42,000 jobs; 26,500 jobs are projected in ongoing employment.
- **Business Opportunities:** There will be many opportunities for businesses to establish and grow in Port Covington. This includes retail space, artists, business/office space, professionals, maker-innovative space, and industrial space.
- **Private Investment:** Private Investment is anticipated in the billions.
- **Public Open Space:** The private developer has committed to over 40 acres of publicly accessible open space improvements, including construction and maintenance. This includes public access to the water.
- **Property and Income Tax Generation:** Will provide long-term revenues to support the City and State. This is especially important as we look to fund schools, recreation centers, emergency responders, and our aging infrastructure.

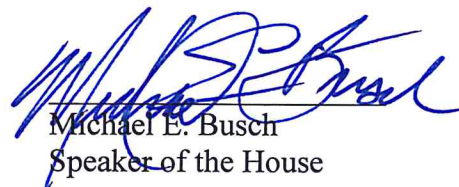
Without the critical infrastructure investment to I-95 and the connecting roadway systems, the burgeoning population that travels in and out of Port Covington will create traffic disruptions and delays that will impact the neighboring communities, commuter and interstate travel through the I-95 corridor, and the safety and economic efficiency of the City, state, and region.

For these reasons, we fully support the application by the Maryland Transportation Authority (MDTA) and City of Baltimore for a FASTLANE FY16 Grant to fund **Access I-95: Driving Baltimore City's Development** (Access I-95). We respectfully request that you approve this funding application that leverages MDTA, local, and federal contributions to achieve the purposes of the FASTLANE Grant Program.

Thank you for your attention to this important matter.

Sincerely,

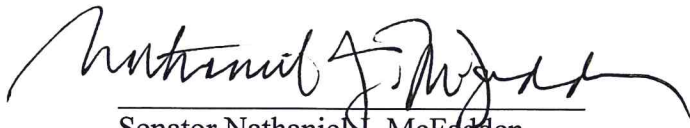
  
Thomas V. Mike Miller, Jr.  
President of the Senate

  
Michael E. Busch  
Speaker of the House

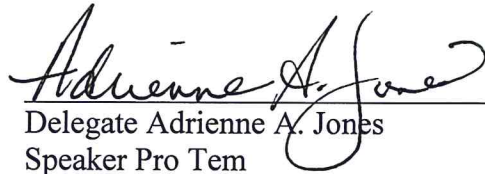
[Additional Signatures Attached]

Cc: Milton Chaffee, Executive Director, Maryland Transportation Authority  
William M. Johnson, Director, Baltimore City Department of Transportation

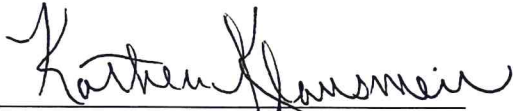




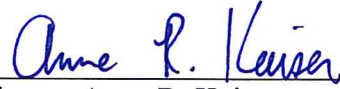
Senator Nathaniel J. McFadden  
President Pro Tem



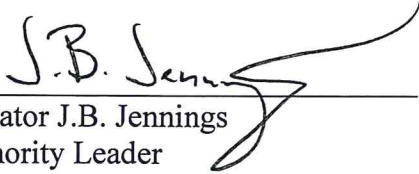
Delegate Adrienne A. Jones  
Speaker Pro Tem  
Chairman, Capital Budget  
Subcommittee



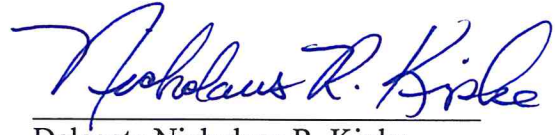
Senator Katherine A. Klausmeier  
Deputy Majority Leader  
Chairman, Rules Committee



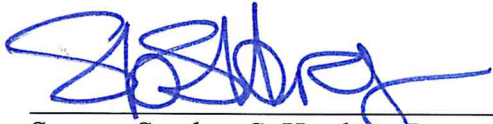
Delegate Anne R. Kaiser  
Majority Leader



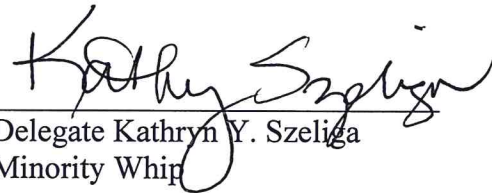
Senator J.B. Jennings  
Minority Leader



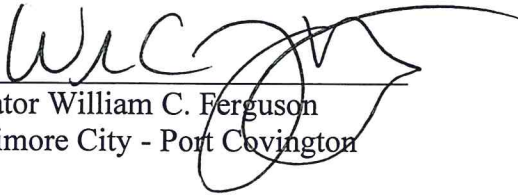
Delegate Nicholas R. Kipke  
Minority Leader



Senator Stephen S. Hershey, Jr.  
Minority Whip



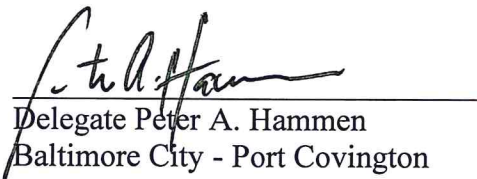
Delegate Kathryn Y. Szeliga  
Minority Whip



Senator William C. Ferguson  
Baltimore City - Port Covington



Delegate Luke H. Clippinger  
Baltimore City - Port Covington



Delegate Peter A. Hammen  
Baltimore City - Port Covington



Delegate Brooke E. Lierman  
Baltimore City - Port Covington





Senator Edward J. Kasemeyer  
Chairman, Budget & Taxation





Delegate Maggie L. McIntosh  
Chairman, Appropriations


  
Senator Richard S. Madaleno, Jr.  
Vice Chairman, Budget & Taxation


  
Delegate Tawanna P. Gaines  
Vice Chairman, Appropriations  
Chairman, Transportation and  
Environment Subcomm.


  
Senator James Ed DeGrange, Sr.  
Chairman, B&T Transportation  
Subcommittee  
Chairman, Capital Budget Subcomm.

  
Delegate Curtis S. Anderson  
Chairman, Baltimore City  
Delegation

  
Delegate Kumar Barve  
Chairman, Environment and Transportation

  
Delegate Talmadge Branch  
Majority Whip

  
Delegate Dana M. Stein  
Vice Chairman, Environment and  
Transportation

  
Delegate Pamela G. Beidle  
Chairman, E&T Motor Vehicle and  
Transportation Subcomm.





**STEPHANIE RAWLINGS-BLAKE**  
MAYOR

*100 Holliday Street, Room 250  
Baltimore, Maryland 21202*

April 7, 2016

Mr. Marc Weller, President  
Sagamore Development Company  
1000 Key Highway East  
Baltimore, Maryland 21230

Dear Mr. Weller:

The City of Baltimore understands the transformative economic impact that the redevelopment plans for Port Covington will create for the City. It is our understanding that new federal highway grant funding will be requested to support Interstate Highway System improvements to accommodate the project. The City of Baltimore will be a co-applicant for this funding application.

We also recognize that Sagamore Development Company has requested Tax Increment Financing (TIF) to support the construction of required public infrastructure associated with Port Covington's redevelopment. If the TIF request is approved by the Mayor and City Council, the City of Baltimore is willing to utilize a portion of the TIF funds on eligible project costs that support the required highway improvements.

Please consider this letter evidence of the City's willingness to leverage TIF funds to match federal funds for the highway infrastructure required to make this project a success for the City, state and region. If you have any questions, please contact Colin Tarbert, Deputy Mayor for Economic and Neighborhood Development by phone at 410-545-6208 or by email at [colin.tarbert@baltimorecity.gov](mailto:colin.tarbert@baltimorecity.gov).

Sincerely,

Stephanie Rawlings-Blake  
Mayor  
City of Baltimore

cc: Colin Tarbert, Deputy Mayor, Economic & Neighborhood Development  
Khalil Zaied, Deputy Mayor, Operations  
William Cole, President, Baltimore Development Corporation  
William Johnson, Director, Department of Transportation  
Caroline Paff, Vice President, Sagamore Development



CITY HALL, ROOM 527  
100 N. HOLLIDAY STREET, BALTIMORE, MARYLAND 21202  
TELEPHONE: 410-396-4816  
FAX: 410-545-7464  
eric.costello@baltimorecity.gov

Secretary Anthony Foxx  
United States Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

**Re: Access I-95: Driving Baltimore City's Growth**

Dear Secretary Foxx:

As Baltimore City Council members, we write in support of the grant application by the City of Baltimore and the Maryland Transportation Authority (MDTA) for I-95 and federal highway improvements within Baltimore City. The city, state, and private interests are all contributing funds and work for this phase of highway and road improvements—a phase that will be realized only with the federal funding component.

The grant funds are needed in our city to enable changes to I-95 that address connectivity to Port Covington, located at the southern end of the South Baltimore Peninsula. The former industrial brownfields site is cut off from the fabric of Baltimore because of I-95, but we are undertaking a promising renewal project with a large international company committed to locating its worldwide headquarters at this site and to bringing thousands of desperately needed jobs to our city.

The transportation improvements included in the grant are Phase I of the Access I-95 package:

- Hanover Street on Ramp to I-95 Southbound to enhance safety and improve capacity.
- McComas Street at Key Highway Intersection widening and a new lane.
- I-95 Southbound Off Ramp to Key Highway widening a ramp for safety and capacity.
- Hanover Street North of McComas Street widening associated with ramp changes and pedestrian safety into neighborhoods.
- Relocated McComas Street between Hanover Street and Key Highway shifting McComas Street south of I-95 in its entirety and allow adding of sidewalks.
- CSX I-95 Tunnel Crossing to enhance safety by eliminating two existing and nine future at-grade crossings.

Port Covington Peninsula will also contain 40 acres of parks and public space along more than two miles of shoreline. However, access to these places will be enabled with the federal grant funds. Most importantly to our city are the jobs that will flow from the I-95 improvements—directly from public sector construction and from the private sector work to transform a rather desolate peninsula into a place where people can live, work, and play. Already, the area is changing. We have new manufacturing businesses, new restaurants, and new corporate offices that will continue to drive the need for the highway and related transportation improvements. This is why we are proactively addressing this situation.







CITY HALL, ROOM 527  
100 N. HOLLIDAY STREET, BALTIMORE, MARYLAND 21202  
TELEPHONE: 410-396-4816  
FAX: 410-545-7464  
eric.costello@baltimorecity.gov

In all, we expect thousands of new jobs, scores of new business opportunities from private investment already being made, and greatly improved recreation areas—all of which will be accessible from a multiple modes of transportation.

Therefore, we enthusiastically support this grant request that will bring a critical federal funding component to our city to enable the benefits that are explained above.

Thank you for considering our request.

Sincerely,

Rochelle "Rikki" Spector  
Baltimore City Council, 5<sup>th</sup> District  
City Council Representative to the Baltimore City Planning Commission  
City Council Representative to the Maryland Association of Counties  
City Council Representative to the National Association of Counties

Edward Reisinger  
Baltimore City Council, 10<sup>th</sup> District  
Chairman, Land Use & Transportation Committee

Eric T. Costello  
Baltimore City Council, 11<sup>th</sup> District

cc: The Honorable Stephanie Rawlings-Blake  
Members of the Maryland Delegation to the US Congress  
Milton Chaffee, Executive Director, Maryland Transportation Authority  
William M. Johnson, Director, Baltimore City Department of Transportation





**Maryland Department of Transportation**  
The Secretary's Office

**Larry Hogan**  
Governor

**Boyd K. Rutherford**  
Lt. Governor

**Pete K. Rahn**  
Secretary

April 13, 2016

The Honorable Anthony Foxx  
Secretary  
United States Department of Transportation  
1200 New Jersey Avenue SE  
Washington DC 20590

Dear Secretary Foxx:

The Maryland Department of Transportation (MDOT) and Maryland Transportation Authority (MDTA) are committed to working in partnership with the Baltimore City Department of Transportation (BCDOT) as well as other project stakeholders to continue to advance freight movement and efficiency while increasing ladders of opportunity for the citizens of Baltimore. MDOT enthusiastically supports the Access I-95: Driving Baltimore's City Growth (Access I-95) project.

If awarded, these funds will have a catalytic effect on the region's economy as 266 acres of brownfields and warehouses will become a vibrant economic hub for thriving communities and innovative businesses. The MDTA board has voted successfully on a commitment of \$33 million matching funds to the project.

As you know I-95 is a major freight and passenger corridor along the east coast. Improved access on and off the interstate is essential to the safe flow of traffic along the corridor and through the City. The Access I-95 improvement project includes several essential and noteworthy outcomes: improved passenger and freight safety, improved economic competitiveness in a growth area and along a vital economic corridor, improved capacity to reduce congestion.

Phase I project elements include: 1) Hanover Street on ramp to I-95 southbound; 2) improvements to Key Highway; 3) improvements to the I-95 southbound off ramp to Key Highway; 4) improvements to Hanover Street north of McComas Street; 5) improvements to McComas Street that address traffic flow and; 6) a freight rail project that removes railway-highway grade crossings and relocates the rail line to a location where freight movement is safer and more efficient.

The state, along with the City, believes this project is one that will transform an area previously blighted, into a multimodal, livable community that serves as the model for growth and smart development nationwide. We appreciate your consideration in this matter. Please contact me if you have any questions.

Sincerely,

A handwritten signature in blue ink, appearing to read "Pete Rahn", written over a circular blue stamp.

Pete K. Rahn  
Secretary

My telephone number is 410-865-1000  
Toll Free Number 1-888-713-1414 TTY Users Call Via MD Relay  
7201 Corporate Center Drive, Hanover, Maryland 21076



**MARYLAND TRANSPORTATION  
AUTHORITY  
RESOLUTION 16-01**

**A RESOLUTION SPONSORING THE FASTLANE GRANT APPLICATION AND  
DELINEATING OTHER SUPPORT FOR CERTAIN I-95 HIGHWAY RELATED  
IMPROVEMENTS WITHIN MDTA JURISDICTION IN SUPPORT OF THE  
PORT COVINGTON PROJECT**

**WHEREAS**, the Maryland Transportation Authority, an agency of the State of Maryland (the "MDTA") is authorized and empowered under Section 4-101 through 4-406 of the Transportation Article of the Annotated Code of Maryland (the "Act") to finance, construct, operate, maintain, and repair "transportation facilities projects" (as defined by the Act), to issue revenue bonds for the purpose of financing the cost of transportation facilities projects, and to perform any actions necessary or convenient to carry out the powers granted in the Act; and

**WHEREAS**, Sagamore Development Company, LLC ("Sagamore") is undertaking the development of the 266 acre Port Covington property located at the tip of the south Baltimore peninsula, bound by Interstate 95 ("I-95") and the Middle Branch of the Patapsco River; and

**WHEREAS**, the development of the Port Covington property will consist of transforming the property into a mixed-use community anchored by the Under Armour World Headquarters Campus, and including 1,600,000 square feet of destination, attraction, entertainment, and specialty retail, over 8,000 residential units, 500,000 square feet of industrial/light manufacturing space, 200+ hotel rooms, 1,800,000 square feet of office space, and other civic and cultural uses including 40+ acres of public parks ("the Project"); and

**WHEREAS**, it is estimated that the Project will provide 42,000 jobs and \$3.3 Billion in labor revenue, \$7.6 Billion in economic activity, \$5.5 Billion in construction over 20+ years, \$242 Million in State and local taxes, and \$209 Million in State and local revenues; and

**WHEREAS**, the Project's proximity to I-95 and major roadways, such as Hanover and McComas Streets, provides the redevelopment opportunity for this property; however, critical infrastructure improvements for I-95 and the connecting roadway system are needed to support the Project; and

**WHEREAS**, the infrastructure improvements have been broken into two phases: Phase 1 comprises the next six years (2016-2022) and includes improvements to I-95 and the connecting roadway system, and Phase 2 comprises the out years (2018-2027); and

**WHEREAS**, Sagamore, in coordination with MDTA, has begun preliminary activities to support the National Environmental Policy Act ("NEPA") process for all of the necessary roadway and transit improvements needed to support development of the Port Covington property for Phase 1 and Phase 2;

## RESOLUTION 16-01

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**WHEREAS**, to support the Project funding needs, MDTA will apply for a Fostering Advancement in Shipping and Transportation for Long-term Achievement of National Efficiencies (“FASTLANE”) discretionary grant in the amount of \$76.1185 Million to help fund the various Phase 1 project elements needed for the Project, which grant application is due on or before April 14, 2016; and

**WHEREAS**, Sagamore is seeking the commitment from Baltimore City for certain Tax Increment Financing (“TIF”) in a total amount of \$110.587 Million to support the Project for Phase 1 and Phase 2; and Phase 1 project elements will receive \$43.122 Million of this funding; and

**WHEREAS**, Sagamore is seeking MDTA’s sponsorship of the FASTLANE grant application and is seeking MDTA’s commitment to making and funding the necessary outlined transportation infrastructure improvements to MDTA facilities for the Phase 1 project elements.

**NOW, THEREFORE, BE IT RESOLVED BY THE MARYLAND TRANSPORTATION AUTHORITY THAT:**

SECTION ONE. MDTA hereby agrees to apply for the federal FASTLANE discretionary grant for the Project in the amount of \$76.1185 Million to assist with funding the Phase 1 project elements. Upon receipt of the FASTLANE grant, MDTA agrees to serve as the official grant recipient and be responsible for monitoring the expenditure of all grant funds. Sagamore hereby agrees to secure all necessary approvals for the TIF financing in the amount of \$43.122 Million to assist with funding the Phase 1 project elements.

SECTION TWO. MDTA hereby agrees to continue to support Sagamore and the Project in the ongoing NEPA process for the approvals for the Phase 1 project elements and agrees to support the application and process for the approvals for the Phase 2 project elements. It is anticipated that NEPA approvals for the Phase 1 project elements will occur on or about November 2017. The estimated cost of NEPA for Phase 1 is \$5.074 Million, which cost will be paid by Sagamore.

SECTION THREE. Subject to the conditions outlined herein, MDTA commits to designing and constructing the following two Phase 1 project elements: Hanover Street On Ramp to I-95 Southbound and I-95 Southbound Off Ramp to Key Highway. The other Phase 1 project elements include Hanover Street north of McComas, McComas Street between Hanover Street and Key Highway, McComas Street at Key Highway intersection and CSX Track Relocation. All of these project elements will be designed and constructed by other entities. For the MDTA project elements, it is anticipated that construction for the Hanover Street On Ramp will begin on or about May 2020 and will be completed on or about February 2022. It is anticipated that construction for the I-95 Southbound Off Ramp to Key Highway will begin on or about April 2019 and will be completed on or about September 2020.



SECTION FOUR. The total estimated cost for all of the Phase 1 project elements is \$157.311 Million. For the Hanover Street On Ramp to I-95 Southbound, it is anticipated that the total costs of this project element will be \$46.860 Million and MDTA's portion of these costs will be \$23.43 Million matched by \$23.43 Million from the FASTLANE grant; and for the I-95 Southbound Off Ramp to Key Highway, it is anticipated that the total costs for this project element will be \$19.133 Million and MDTA's portion of these costs will be \$9.5665 Million matched by \$9.5665 Million from the FASTLANE grant. It is anticipated that the remaining costs for the Phase 1 project elements will come from the FASTLANE grant, TIF or Sagamore. Therefore, MDTA's total estimated funding commitment for the two Phase I project elements is **\$32.9965 Million**. See attached Table "Port Covington Transportation Improvements Budget", which is hereby incorporated by reference.

SECTION FIVE. MDTA commits to funding 50% of the specified Phase 1 project elements at a total estimated not to exceed cost of \$32.9965 Million on the condition that MDTA receives the FASTLANE grant funding in the amount anticipated, that Sagamore receives the TIF financing from Baltimore City in the amount anticipated, and that all other necessary approvals are received including NEPA. In the event that the remaining funding through the FASTLANE grant and TIF is not achievable or necessary approvals are not obtained, MDTA will work with Sagamore to try and find other financing alternatives or to obtain the approvals; however, MDTA shall be under no obligation to fund or construct the improvements outlined herein for Phase 1.

SECTION SIX. The Project also contains certain Phase 2 project elements which include: MD 295 Northbound Off Ramp to McComas Street; I-395 Northbound Off Ramp to McComas Street; I-95 Northbound Off Ramp to Hanover Street (Demolition); I-95 Northbound Off Ramp to McComas Street; Hanover Street On Ramp to I-95 Northbound; Hanover Street On Ramp to I-95 Northbound; McComas Street between MD 295 Off Ramp and Hanover Street; Light Rail Spur; Conversion of CSX Swing Bridge to a Pedestrian Bridge; Shared Use Path Connection to South Baltimore; and Hanover Street south of McComas Street. The MDTA commits to working with Sagamore to obtain the required NEPA approvals for these project elements; however, MDTA is not committing to designing, constructing, or funding the Phase 2 improvements at this time as part of this Resolution. Such decisions will be made in the future as the Project progresses. See attached Table "Port Covington Transportation Improvements Budget".

SECTION SEVEN. If MDTA decides at some future date to commit to designing, constructing, and funding the Phase 2 improvements, the total estimated cost for all of the Phase 2 project elements is \$548.482 Million. The total cost of the Phase 2 project elements on MDTA's system is \$296.239 Million. If MDTA agrees at some future date to fund 50% of the cost of these projects, MDTA's estimated costs would be \$40.1575 Million for the MD 295 Northbound Off Ramp to McComas Street; \$40.5755 Million for I-395 Off Ramp to McComas Street; \$2.8995 Million for Demolition of the I-95 Northbound Off Ramp to Hanover Street; \$34.721 million for I-95 Northbound Off Ramp to McComas Street; and \$29.766 Million for Hanover Street On Ramp to I-95 Northbound. MDTA's potential estimated funding for the Phase 2 project elements is \$148.120 Million, which is based on an assumed funding split of 50/50 between MDTA funds and federal sources and TIF.

RESOLUTION 16-01

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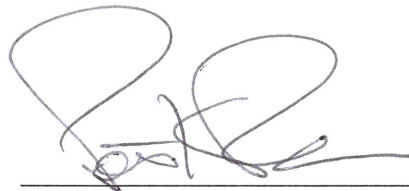
SECTION EIGHT. If MDTA decides at some future date to commit to designing, constructing and funding the Phase 2 improvements, it is anticipated that the timing for the MDTA elements of Phase 2 projects will be as follows: MD 295 to McComas Street to start in May 2020 and finish in January 2023; I-395 to McComas Street to start in August 2020 and finish in January 2023; Demolition of Northbound I-95 On Ramp to Hanover Street to start in January 2023 and finish in July 2023; Northbound I-95 Ramp to McComas Street to start in July 2023 and finish in April 2025; Hanover Street Ramp to Northbound I-95 to start in April 2025 and finish in March 2027.

Dated as of: March 31, 2016

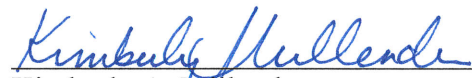
WITNESS:

MARYLAND TRANSPORTATION AUTHORITY

  
\_\_\_\_\_  
Milt Chaffee  
Executive Director

  
\_\_\_\_\_  
Pete K. Rahn  
Chairman

Approved as to Form and Legal  
Sufficiency:

  
\_\_\_\_\_  
Kimberly A. Millender  
Assistant Attorney General



THE  
CONSERVATION FUND

Address:  
1655 N Fort Myer Drive  
Suite 1300  
Arlington, VA 22209  
Phone: 703-908-5801  
Email: [emeyers@conservationfund.org](mailto:emeyers@conservationfund.org)  
[www.conservationfund.org](http://www.conservationfund.org)

April 11, 2016

The Honorable Anthony Foxx  
Secretary,  
US Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Re: "Access I-95" FASTLANE Grant Application for Maryland Transportation Authority and City of Baltimore

Dear Secretary Foxx:

The Conservation Fund is a unique national organization that seeks to integrate environmental protection of important natural and working lands and water resources with sustainable economic and community development. We are leading an innovative planning project in the greater Baltimore area focused on the role that natural infrastructure can play in adding resiliency in the face of climate change, improving equity for communities in their access to nature, enhancing regional biodiversity and improving the quality of life for current and future residents. As an active member and co-founder of the Greater Baltimore Wilderness Coalition, the Fund is delighted to see a major opportunity emerging in the Port Covington area of the Middle Branch that can advance these multiple objectives.

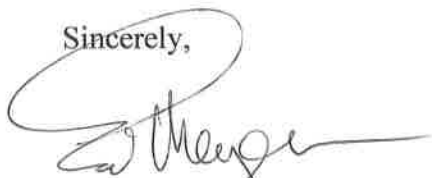
The Fund and the Coalition see the opportunity to restore the health of the Middle Branch and make the shorelines once again green and accessible to Baltimore residents and visitors. For too long, the conditions of this part of Baltimore's harbor have kept people away and caused economic decline. We are, therefore, pleased to offer our support to the Maryland Transportation Authority (MDTA) and the City of Baltimore in their effort to obtain federal FASTLANE funding for I-95 highway improvements that will serve the long-ignored, former industrial area of Port Covington in Baltimore.

We are enthusiastic about the potential to restore and open the shoreline area to all through a series of parks comprising some 40 acres of the waterfront. This is truly an opportunity that comes once in a generation. Realizing it is vital to our vision of connecting this area with the upstream portions of the Patapsco River and two other watersheds so that people in the city can enjoy greater ecological benefits along with recreational and educational opportunities.

We realize that only through repair and replacement of infrastructure, including that which would be funded by this FASTLANE grant related to I-95 and adjacent roadways, will the restoration of the Port Covington waterfront areas be able to be achieved. Our goal and hope is for a restored urban wilderness area that would reverse decades of industrial impact and neglect.

Therefore, we urge the US Department of Transportation to approve the grant for MDTA and City of Baltimore grant application "Access I-95". Providing this investment in new transportation infrastructure will catalyze the reinvestment in people and nature that this part of Baltimore so needs and deserves.

Sincerely,

A handwritten signature in dark ink, appearing to read "Erik J. Meyers", with a large, looping flourish at the end.

Erik J. Meyers  
Vice President  
The Conservation Fund  
(Co-Chair, Greater Baltimore Wilderness Coalition)





**Access I-95:**  
*Driving Baltimore City's Development*

March 31, 2016

Secretary Anthony Foxx  
United States Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Secretary Foxx:

Baltimore's Port Covington redevelopment is a transformative investment in the next phase of Baltimore's ongoing urban renaissance that will foster economic growth, increase mobility, improve safety, and enhance community and environmental stability.

The Port Covington project is transforming 266 acres – located on the tip of the south Baltimore peninsula and bound by I-95 and Baltimore Harbor – from brownfields and underutilized industrial land into a vibrant economic hub for a thriving live-work-play community anchored by a new Under Armour Headquarters Campus. It is anticipated that Port Covington will provide over 10,000 new jobs for the Baltimore region. Through a comprehensive multi-modal transportation management approach and progressive urban design, this new community will create a special place where people can arrive through multiple modes and function within the community using transit, bicycles, and comfortable pedestrian environments. The overall master plan also takes advantage of the site's location along the water and continues Baltimore's tradition of public access to the water with open space and a trail system. The blend of the respect for the natural environment, mixed-use development, multi-modal transportation planning, and high-quality design presents a one-of-a-kind development opportunity.

This site's proximity to Interstate 95 (I-95) and Hanover and McComas Streets provides a tremendous opportunity for the redevelopment of Port Covington. However, **without critical infrastructure investment to I-95 and the connecting roadway system, the burgeoning population that travels in and out of Port Covington to live, work, and play will produce traffic disruptions and delays that will impact the neighboring communities, as well as the economic efficiency of the city, state, and region.** Additionally, to induce multi-modal behaviors through great design and the investment in the public realm, and to efficiently move traffic through and around the site without negatively impacting the area, improvements must be made. In its current state, the public infrastructure — such as the roads, bridges and utilities — simply cannot safely support the economic growth expected from this new development.

Maryland needs to fix its aging public infrastructure to allow for the transformation of Port Covington, which will attract new businesses, create jobs, and support the continued growth of Under Armour's International Headquarters. **This investment will unlock major economic activity through new and expanding business opportunities that will reinvigorate Baltimore City and the surrounding region.**

It has come to my attention that the Maryland Transportation Authority (MDTA) and City of Baltimore will soon submit a proposal for a FASTLANE FY16 Grant to fund **Access I-95: Driving Baltimore City's Development** (Access I-95). The project features the following elements that will increase the city, state, and region's economic competitiveness while protecting nearby residential neighborhoods:

- **Hanover Street On Ramp to I-95 SB** - The existing on ramp to southbound I-95 from Hanover Street will be expanded to two lanes to create better interstate access for traffic from Port Covington as well as existing northbound traffic on Hanover Street.
- **Key Highway Intersection Widening** - The existing two lane section of Key Highway will be widened to accommodate a third southbound lane. The existing CSX bridge, which will need to be reconstructed as a result of the I-95 southbound off ramp to Key Highway, will be widened in order to accommodate the widening along Key Highway.
- **I-95 SB Off Ramp to Key Highway** - The exit ramp to Key Highway will widen to a two-lane off ramp after splitting off from I-95 to merge with McComas street, where it will become a three-lane road, which will facilitate better traffic flow and reduce congestion from the interstate to Port Covington and the surrounding area. This improvement will also allow for enhanced pedestrian access along Key Highway.
- **Hanover Street** - Existing Hanover Street north of the McComas Street intersection is a four to five lane undivided roadway which is classified as a MAP-21 Principal Arterial on the Federal Highway Administration's website. The northbound outside lane drops at the base of the Hanover Street on ramp to I-95 southbound. Proposed improvements include widening Hanover Street in order to accommodate the widening of the Hanover Street on ramp to I-95 southbound in addition to enhanced pedestrian facilities which extend north into the surrounding neighborhoods.
- **McComas Street Improvements** - Existing McComas Street, between Hanover Street and Key Highway, consists of a three to four lane divided section and is classified as an Intermodal Connector on the Federal Highway Administration's website. The majority of westbound Hanover Street resides under I-95 southbound viaduct. Proposed improvements include shifting McComas Street south of I-95 in its entirety. Additional lanes will be added to the typical section in order to accommodate future traffic demand. A proposed median will allow for future transit and wide sidewalks along the south side will enhance the pedestrian experience.
- **CSX Rail Relocation** - A proposed CSX rail relocation will cross over the I-95 Fort McHenry Tunnel and will act as a service track to the existing Maryland Port Authority facilities. The rail relocation will allow for the existing CSX sidetrack south of I-95 to be removed which will eliminate the existing at-grade crossing within Port Covington.

If awarded these funds, Access I-95 will have a catalytic effect on the region's economy, connecting Marylanders to job and opportunities while at the same time creating a model for balancing the viability of major urban businesses and development with the livability and vitality of the residential areas, fostering a sustainable city and competitive region. This project will also significantly improve freight access, increasing operational efficiencies for commercial and industrial establishments in the city.

I respectfully request that the Maryland Transportation Authority funding application for **Access I-95: Driving Baltimore City's Development** receive full consideration. Thank you for your attention.

Sincerely,



Kirby Fowler, President

cc: Milton Chaffee, Executive Director, Maryland Transportation Authority  
William M. Johnson, Director, Baltimore City Department of Transportation



## **Access I-95:** *Driving Baltimore City's Growth*

Secretary Anthony Foxx  
United States Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Secretary Foxx:

Baltimore's Port Covington redevelopment is a transformative investment in the next phase of Baltimore's ongoing urban renaissance that will foster economic growth, increase mobility, improve safety, and enhance community and environmental stability.

Our community has been discussing The Port Covington project with Sagamore and is looking forward to the transformation of the 266 acres on the tip of the south Baltimore peninsula, just south of I-95 from brownfields with few jobs and little activity into a new mixed-use community that will bring jobs, new neighbors, retail and open space to the City. Under Armour expanding and staying in Baltimore City is very important. Keeping these jobs and Under Armour's future growth in the City is also important to the growth of our City.

**While the development of Port Covington is exciting and a huge economic benefit to the City, from the community's perspective the one element that is most important to address is traffic.** All of the master planning efforts have been very innovative. The effort to have an overall Transportation Master Plan is key to the success the Port Covington Plan being developed and functioning well, minimizing impacts to the adjacent neighborhoods.

While this site's proximity to Interstate 95 (I-95) and major roadways such as Hanover and McComas Streets provides the opportunity for the redevelopment of Port Covington, **without critical infrastructure investment to I-95 and the connecting roadway system, the burgeoning population that travels in and out of Port Covington to live, work, and play will produce traffic disruptions and delays that will impact the neighboring communities, as well as the economic efficiency of the city, state, and region.** Additionally, in order to induce multi-modal behaviors through great design and the investment in the public realm, and to safely and efficiently move traffic through and around the site without negatively impacting the area, improvements must be made. In its current state, the public infrastructure in and around Port Covington — such as the roads, bridges and utilities — simply cannot safely support the significant economic growth expected from this new development.

**This investment will unlock major economic activity through new and expanding job, recreation, and community building opportunities that will reinvigorate Baltimore City and the surrounding region.**

It has come to my attention that the Maryland Transportation Authority (MDTA) and City of Baltimore will soon submit a proposal for a FASTLANE FY16 Grant to fund **Access I-95**. The project features the following elements that will increase the city, state, and region's economic competitiveness while protecting our communities and residential neighborhoods:

- **Hanover Street On Ramp to I-95 SB** - The existing on ramp to southbound I-95 from Hanover Street will be expanded to two lanes to create better interstate access for traffic from Port Covington as well as existing northbound traffic on Hanover Street.



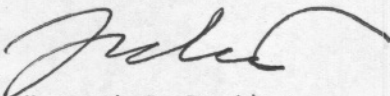
- **Key Highway Intersection Widening** - The existing two lane section of Key Highway will be widened to accommodate a third southbound lane. The existing CSX bridge, which will need to be reconstructed as a result of the I-95 southbound off ramp to Key Highway, will be widened in order to accommodate the widening along Key Highway.
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- **Hanover Street** - Existing Hanover Street north of the McComas Street intersection is a four to five lane undivided roadway which is classified as a MAP-21 Principal Arterial on Federal Highway Administrations website. The northbound outside lane drops at the gore of the Hanover Street on ramp to I-95 southbound. Proposed improvements include widening Hanover Street in order to accommodate the widening of the Hanover Street on ramp to I-95 southbound in addition to enhanced pedestrian facilities which extend north into the surround residential neighborhoods.
- **McComas Street Improvements** - Existing McComas Street between Hanover Street and Key Highway consists of a three to four lane section divided section and is classified as an Intermodal Connector on Federal Highway Administrations website. The majority of westbound Hanover Street resides under I-95 southbound viaduct. Proposed improvements include shifting McComas Street south of I-95 in its entirety. Additional lanes will be added to the typical section in order to accommodate future traffic demand. A proposed median will allow for future transit and wide sidewalks along the south side will enhance the pedestrian experience.
- **CSX Rail Relocation** - A proposed CSX rail relocation will cross over the I-95 Fort McHenry Tunnel and will act as a service track to the existing Maryland Port Authority facilities. The rail relocation will allow for the existing CSX sidetrack south of I-95 to be removed which will eliminate the existing at-grade crossing within Port Covington.

Our communities need the key investments proposed by Access I-95. Connecting our residents to jobs, amenities, and opportunities is critical to Baltimore's future. As the events of 2015 so starkly illustrated, many of Baltimore's residents live in communities that lack ladders of opportunity, severely diminishing their economic, mobility, and safety outcomes. **Major progress demands major investment; Access I-95 will catalyze the investment so desperately needed to reinvigorate and support Baltimore's communities.**

I would respectfully request that the Maryland Transportation Authority's funding application, **Access I-95: Driving Baltimore City's Development**, receive full consideration.

Thank you for your attention to this important matter.

Sincerely,



Janan Broadbent, Ph. D., President  
Key Highway Community Association

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Secretary Anthony Foxx  
United States Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Secretary Foxx:

April 1, 2016

**Access I-95:**

*Driving Baltimore City's Development*

Waterfront Partnership of Baltimore Inc. is writing in support of a FASTLANE FY 16 grant to fund critical infrastructure improvements that will allow Port Covington to be developed. Without this grant, Baltimore could lose the opportunity for development of over 250 acres on Baltimore's Waterfront. Baltimore's Port Covington redevelopment is a transformative investment in the next phase of Baltimore's ongoing urban renaissance that will foster economic growth, increase mobility, improve safety, and enhance community and environmental stability.

The Port Covington project is transforming 266 acres on the tip of the south Baltimore peninsula and bound by I-95 and Baltimore Harbor from brownfields and underutilized industrial land into a vibrant economic hub for a thriving mixed-use live-work-play community anchored by a new Under Armour Headquarters Campus. It is anticipated that Port Covington will provide over 10,000 new jobs for the Baltimore region. Through a comprehensive multi-modal transportation management approach and progressive urban design, this new community will create a special place where people can arrive through multiple modes and function within the community using transit, bicycles, and comfortable pedestrian environments. The overall master plan also takes advantage of the site's location along the water and continues Baltimore's tradition of public access to the water with open space and a trail system. The blend of the respect for the natural environment, mixed-use development, multi-modal transportation planning, and high-quality urban design present a one-of-a-kind development opportunity.

While this site's proximity to Interstate 95 (I-95) and major roadways such as Hanover and McComas Streets provides the opportunity for the redevelopment of Port Covington, **without critical infrastructure investment to I-95 and the connecting roadway system, the burgeoning population that travels in and out of Port Covington to live, work, and play will produce traffic disruptions and delays that will impact the neighboring communities, as well as the economic efficiency of the city, state, and region.** Additionally, in order to induce multi-modal behaviors through great design and the investment in the public realm, and to safely and efficiently move traffic through and around the site without

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negatively impacting the area, improvements must be made. In its current state, the public infrastructure in and around Port Covington — such as the roads, bridges and utilities — simply cannot safely support the significant economic growth expected from this new development.

Maryland needs to fix its aging public infrastructure to allow for the transformation of Port Covington, which will attract new businesses, create more jobs, and support the continued growth and expansion of Under Armour's International Headquarters. **This investment will unlock major economic activity through new and expanding business opportunities that will reinvigorate Baltimore City and the surrounding region.**

It has come to my attention that the Maryland Transportation Authority (MDTA) and City of Baltimore will soon submit a proposal for a FASTLANE FY16 Grant to fund **Access I-95: Driving Baltimore City's Development** (Access I-95). The project features the following elements that will increase the city, state, and region's economic competitiveness while protecting nearby residential neighborhoods:

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If awarded these funds, Access I-95 will have a catalytic effect on the region's economy, connecting disadvantaged Marylanders to jobs, amenities, and opportunities while at the same time creating a model for balancing the growth and viability of major urban businesses and development with the livability and vitality of the residential areas, fostering a sustainable city and competitive region. This project will also significantly improve freight access, increasing operational efficiencies for commercial and industrial establishments in the city.

Waterfront Partnership respectfully requests that the Maryland Transportation Authority funding application for **Access I-95: Driving Baltimore City's Development** receive full consideration, in accordance with established policies and procedures.

Thank you for your attention to this important matter.

Sincerely,

A handwritten signature in blue ink that reads "Laurie Schwartz". The signature is fluid and cursive, with a horizontal line extending from the end of the name.

Laurie Schwartz, President  
Waterfront Partnership of Baltimore

Cc: Milton Chaffee, Executive Director, Maryland Transportation Authority  
William M. Johnson, Director, Baltimore City Department of Transportation

## **Access I-95:** *Driving Baltimore City's Growth*

Secretary Anthony Foxx  
United States Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Secretary Foxx:

Baltimore's Port Covington redevelopment is a transformative investment in the next phase of Baltimore's ongoing urban renaissance that will foster economic growth, increase mobility, improve safety, and enhance community and environmental stability.

My neighborhood, Westport, as well as the other surrounding communities have been discussing the Port Covington project with Sagamore and we are looking forward to the transformation of the 266 acres on the tip of the south Baltimore peninsula, just south of I-95 from brownfields with few jobs and little activity into a new mixed-use community that will bring jobs, new neighbors, retail and open space to the City. Under Armour expanding and staying in Baltimore City is very important. Keeping these jobs and Under Armour's future growth in the City is also important to the growth of our City.

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I would respectfully request that the Maryland Transportation Authority's funding application, **Access I-95: Driving Baltimore City's Development**, receive full consideration.

Thank you for your attention to this important matter.

Sincerely,



Keisha Allen, President  
Westport Neighborhood Association

Cc: Milton Chaffee, Executive Director, Maryland Transportation Authority  
William M. Johnson, Director, Baltimore City Department of Transportation